BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AFMS 13C1
6 February 1996

Manpower Standard

CURRENT OPERATIONS FLIGHT

This Air Force Manpower Standard (AFMS) quantifies the manpower required to accomplish the tasks described in the process oriented description (POD) for varying levels of workload. The Current Operations Flight is responsible for all wing flying operations. Monitors/directs flying, scheduling, and training to maximize unit readiness. Manages the flying hour program and provides centralized flight records support. Responsible for coordinating the wing's combat mission planning and sortie allocation. Provides oversight and management of the Wing's Life Support and Flight Simulator systems. This AFMS provides the manpower needed to support a Current Operations Flight in ACC, AMC, PACAF, USAFE, and AFMC (Operations System Management Section only) during peacetime. This AFMS does not address the maintenance analysis/management portion of the Current Operations staff. Both a positive and negative mission variance must be developed for all work within the organization that has undergone a cost comparison study. A negative variance should be developed to account for any process performed by contract manpower equivalents (CMEs). This AFMS does not apply to AFSPC, AFSOC, and AETC; Air National Guard and Air Force Reserve Missions; and ACC missions at Beale AFB CA, Offutt AFB NE, and Tinker AFB OK. This AFMS was developed in accordance with Current Operations directives and AFMAN 38-208, *Air Force Management Engineering Program (MEP).* Send comments and suggested improvements on AF Form 847, **Recommendation for Change of Publication,** through channels, to AFMEA/AEDC, 550 E Street East, Randolph AFB, Texas 78150-4451.

1. Core Composition. The core manpower level in this AFMS was developed for a Current Operations Flight to support an objective wing having three single-seat fighter squadrons.

1.1. **Core Flight Manpower Required.** 12

1.2. **Core Range.** 11 - 36

1.3. **Programming Factor.** Type of aircraft operations squadrons supported.

2. Standard Data:

2.1. **Approval Date.** 16 November 1995

2.2. **Man-hour Data Source.** Expert Team Workshop.

2.3. **Workload Factors:**
2.3.1. **X1:**
2.3.1.1. **Title.** Major Weapon Systems (MWS).
2.3.1.2. **Definition.** Types of aircraft assigned.
2.3.1.3. **Source**. See Attachment 6.
2.3.2. **X2:**
2.3.2.1. **Title.** Flight Records Maintained.
2.3.2.2. **Definition.** Total number of flight records supported.
2.3.2.3. **Source.** The count source is the Headquarters Operations Resource Information System (HORIS) report.
2.3.3. **X3:**
2.3.3.1. **Title.** Monthly Homestation Departures (HSDs) for all Airlift, Bomber, and Tanker Missions.
2.3.3.2. **Definition.** Refer to Attachment 5 paragraphs 4.3. and 4.4. for clear definition.
2.3.3.3. **Source.** Obtain count from local Base Operations record maintained.

2.4. **Points of Contact:**
2.4.1. **HQ USAF Representative:**
Maj Corso/XOOT, DSN 225-0902
CMSgt Tribbett/XOOT, DSN 227-1773
2.4.2. **AFMEA Representative.** Mr. Richard Fuller, AFMEA/AEDC, DSN 487-5911
2.4.3. **HQ AMC Representatives:**
Maj Edgar/XOOO, DSN 576-8943
Maj Taliafferro/XOTX, DSN 576-8413
CMSgt Morrow/XOTL, DSN 576-3906
CMSgt Starlin/XOTF, DSN 576-4423
SMSgt Bender/XPME, DSN 576-2921

OPR: AFMEA/AEDC (Mr. Richard J. Fuller) Pages: 25/Distribution: F
Certified by: AFMEA/AED (Lt Col Terry Holtz)

SMSgt Brantly/XPMRM , DSN 576-3356
2.4.4. **HQ ACC Representatives:**
Lt Col Cartee/DOFB, DSN 574-7081
CMSgt Protsman/DOSB, DSN 574-3163
SMSgt Culbreth/DOSTL, DSN 574-3063
MSgt Upchurch/XPMRM, DSN 574-5021
Mr. Whitaker/XPME, DSN 574-5001

2.5. **Responsibilities.** The office of primary responsibility (OPR) is responsible for maintenance of this standard and coordination of changes. Changes will be coordinated with the Air Force career field managers of all affected AFSCs. The OCR will provide technical assistance as required.
2.5.1. **OPR.** HQ USAF/XOOT, Lt Col Noss, DSN 227-1773
2.5.2. **OCR.** HQ USAF/PER, Maj Welch, DSN 223-4152

3. Application Instructions:

3.1. Complete the Current Operations Flight worksheets for each of the five separate sections: Life Support Management, Operations Systems Management (Flight Records), Scheduling/Current Operations, Operations Training, and Simulator Management at Attachment 5. Add applicable variance manpower to each individual section to determine whole manpower requirements. The sum of whole manpower requirements from each section represents the total flight requirement.

3.2. Required skills and grades are determined using the five separate manpower tables at Attachment 2. Determine the required skills and grades for each section independently. Combine all grades and skills to reflect total flight requirement.

4. Statement of Conditions. Flight core hours of operation are eight hours per day, five days per week. On occasion, assigned personnel work overtime or irregular hours.

BENJAMIN N. CHAPMAN, Lt Col, USAF
Chief, Plans & Productivity Division

Attachments
1. Process Oriented Description
2. Standard Manpower Tables
3. Variances
4. Process Analysis Summary
5. Application Worksheets
6. MWS Table

PROCESS ORIENTED DESCRIPTION

Current Operations Flight (5 Sections)

A1.1. LIFE SUPPORT MANAGEMENT SECTION. Implements life support policies and procedures as directed by higher headquarters. Writes, coordinates, publishes policies and procedures; implements operations group quality assurance and technical order familiarization programs, and operations group technician and aircrew training programs; prepares and submits operational requirements to higher headquarters; and assists subordinate organizations with equipment modifications, tests, and evaluations as appropriate.

A1.2. OPERATIONS SYSTEM MANAGEMENT SECTION (FLIGHT RECORDS):

A1.2.1. Assembles, maintains, and monitors flight record folders (FRFs), flight evaluation folders (FEFs), and jump record folders (JRFs).

A1.2.2. Audits and maintains AF Forms 702, **Individual Physiological Training Record**; AF Forms 1042, **Medical Recommendations for Flying or Special Operational Duty**; and AFTO Forms 781, **AFORM Aircrew/Mission Flight Date Document**; annual aircraft history; daily flying update summaries; headquarters operations resource information system (HORIS) reports; individual data summaries (IDS); individual flight records (IFR); and daily register of transactions (DROT).

A1.2.3. Coordinates and distributes aviation career incentive pay (ACIP) termination notification letter to rated personnel and operational support man-year program requirements with air staff, major commands (MAJCOMs), and wing commanders.

A1.2.4. Coordinates and advises flight pay matters within AFORMS for aircrew members with accounting and finance office, personnel problems with Consolidated Base Personnel Office (CBPO), and medical status for aircrew members with base medical facility.

A1.2.5. Determines and assigns aviation service codes (ASC) for rated and non-rated crew members, flying activity category (FAC) codes, and operational flying duty accumulator (OFDA) credits for rated crew members.

A1.2.6. Establishes procedures to review Air Force Operations Resource Management System (AFORMS) workload schedule with Data Processing Center (DPC), end-of-month close out with DPC, file size changes with data, loading system releases with DPC, running utility programs with data and serves as the single point of contact with DPC, ensure data base accuracy, system recovery, audit, pickup and distribution of AFORMS computer products, conduct flight records reviews, handle PCS/mobility deployment, and office system security.

A1.2.7. Evaluates and verifies eligibility status for aeronautical ratings or badges for rated, non-rated crew members and parachutist, ACIP or hazardous duty incentive pay (HDIP), aircraft sortie data with maintenance, and initial aircrew requirements for flight duty.

A1.2.8. Inputs the following information into AFORMS for database tracking and update: Flying hour data, new rated and non-rated personnel data, physical qualification dates and codes, and all other data directly related to AFORMS.

A1.2.9. Interprets, posts, and updates interim/planning change notices to Department of Defense Pay Manual (DODPM) and AF, MAJCOM, NAF, Wing, Base regulations applicable to AFORMS, and report suspense boards.

A1.2.10. Operates AFORMS personal computers, optical mark readers (OMR), system printers, and all other electronic equipment required to support the operations resource management section.

A1.2.11. Performs and monitors AFORMS files maintenance using on-line procedures, AFORMS files maintenance using pseudo-remote procedures, off-site processing for deployed units, system control procedures and control file editing, record access, and end-of-day processing for data base accuracy.

A1.2.12. Prepares, audits, and maintains AF Forms 142, **Aviation Service Audit Worksheet**; AF Form 1887, **Aeronautical orders (AOs) or computer generated AOs**; AO record sets or source documents; charts or graphs for aviation service briefings as required; difficulty reports (DIREPS); program modification requests (PMR); and single/multi-file Air Force on-line data systems (AFOLDS) retrievals.

A1.2.13. Prepares, validates, and submits AF Forms 1373, **MPO Document Control Log-Transmittal**, DD Form 114 or AF Form 1887, **Military Pay Orders (MPO) to Accounting and Finance Office (AFO)**, AF Form 1887, **Aeronautical Orders (AOs)**, or computer-generated AOs to supporting agencies.

A1.2.14. Reviews and updates AFORMS monthly master update reconciliation error listing, Air Force Operations Resource Management System (AFORMS) audit-error lists, semi-annual finance listing of aircrew members receiving flight pay, APDS inquires, base-level military personnel system (BLPS) to AFORMS and AFORMS to BLPS interface

list prior permission required (PPR) numbers, flying currency summary listings, ground or flight training requirements prior to PCS or temporary duty (TDY) assignment, HORIS report audit lists, in/out processing products, rated position identifier (RPI) codes, system products, and changes to AFORMS personnel data with APDS inquiry.

A1.3. SCHEDULING/CURRENT OPERATIONS SECTION. The specific work processes vary significantly for the distinctly different missions of Strategic Airlift, Fighters, Bombers, Tankers, Composite, etc., missions. All missions involve scheduling in a generic sense. They manage the flying hour program, schedule missions, prepare mission-related documents, and at least conduct some initial mission planning. However, beyond a very generic description, the specific scheduling processes are accomplished in very different ways and at different levels and locations for the various mission types. These differences in scheduling work processes and associated manpower are accounted for through the use of mission-specific variances and separate manpower models. To serve as a departure point or sample of the scheduling process, the following description (slanted towards Strategic Airlift) is provided:

A1.3.1. Prepares mission documents and coordination for the various types of airlift missions, including Special Assignment Airlift Missions (SAAMs), channel missions, JCS exercise missions, Joint Airborne/Air Transportability Training missions, Primary Nuclear Airlift Force missions, TTF missions, and contingency missions.

A1.3.2. For each mission, the following tasks must be performed or at least considered during the process: receives and processes taskings from higher headquarters; reviews operating instructions for guidance; tasks flying unit and base supporting agencies; prepares the Airlift Mission Directive (AMD) (FRAGORD); coordinates with the airlift customer for timing requirements and loads information; develops itinerary and direct aircraft configuration; coordinates on-load and off-load support requirements; researches airfield suitability and adjusts mission accordingly; coordinates PPRs, operation hour waivers, overflight clearances, diplomatic clearances and agriculture/customs requirements; coordinates aircraft servicing, security arrangements, crew rest facilities, passenger meals, etc.; coordinates air refueling, if required; publishes supplementary mission documents for customers; inputs and updates mission information in the Global Decision Support System (GDSS) or Airlift Implementation Monitoring System (AIMS); briefs and debriefs aircrews; and tasks and arranges for transport of stage crews.

A1.3.3. Airlift Director (Bookie) reviews daily flying schedule and coordinates with maintenance to determine aircraft availability; reviews following day's mission, resolves crew and aircraft shortage, smoothes out workload peaks and valleys, receives stage crew tasking, and discusses channel change with Numbered Air Force (NAF) Bookie; reviews AIMS station workload and adds commercial or through flight to book; redistributes planning and scheduling workload to ensure timely accomplishment of each type of mission; serves as principal representative for the DO at daily flying schedule meeting; prepares daily Airlift Operations Directive (AOD); reviews mission report flying hour recap, dispatched transport hours, and crews launched, and prepares report; retrieves station workload data; prepares reserve man-day requirement; retrieves cumulative flying time from Military Airlift Integrated Reporting System; processes flying waiver; tasks flying unit and maintenance for specific crew and aircraft requirement for higher headquarters directed standby crews or aircraft; coordinates static load trainer and static display requirement; prepares and presents status briefing, and provides information by telephone; and travels between quarters and office when called in from standby status.

A1.4. OPERATIONS TRAINING SECTION:

A1.4.1. **ROUTINE FLYING.** Determines flying training requirement for upgrade, initial qualification, requalification, transition, currency, and continuation training; considers local agency training request; compiles requirements summary; and tracks flying training requirement and accomplishment.

A1.4.2. **TRAINING PROGRAM MANAGEMENT.** Prepares and executes periodic training schedule; manages formal training allocation; monitors Air Force Operations Resource Management Systems (AFORMS) training information; conducts staff assistance visit to active duty unit; prepares waiver request to attend formal school, extends training eligibility period, and training requirement; and reviews and prepares unit regulation and supplement.

A1.4.3. **TRAINER QUALIFICATION.** Determines requirement, selects individual, coordinates with affected agency, trains individual, and certifies individual a qualified trainer.

A1.4.4. **TRAINING SCHEDULE PREPARATION.** Projects training requirements against available resources in light of scheduling restrictions; coordinates with affected agency; drafts and publishes schedule; analyzes the published ground training schedule by comparing it with the completed items; and revises the remaining schedule.

A1.4.4. **AIRCREW TRAINING SYSTEM (ATS).** Reviews instruction material, prepares ATS correspondence, and monitors the ATS contractor in the following areas: issue of individualized training course program, ensures trainee

completes training, attendance rooster information, preparation of a training summary report, administration of all annual block training items, testing, checking of aircrew personnel security clearance, annotation of training data, and summarization of training (turns in AF Form 1522, **AFORMS Additional Training Accomplishment Input**, data for input into the CRT).

A1.5. SIMULATOR MANAGEMENT SECTION: This activity is responsible for ensuring contractor compliance of contract requirements, for resolving contractual issues and other contract related matters of concern. This is done by providing surveillance of the contractor's support which entails maintenance, repair, modification, systems operation, providing training for aircrews, and custody of the Simulator Systems.

STANDARD MANPOWER TABLE

WORK CENTER/FAC	**APPLICABILITY MAN-HOUR RANGE**
Life Support Management Section/13C1	N/A

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Pilot/Nav	*	CPT	1								
Aircrew Life Support Craftsman	1T171	MSG**	1								
TOTAL			2								

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								

* Use the appropriate AFSC for the assigned aircraft.

** Substitute a SMSgt 1T191 for wings supporting more than 3 decentralized life support sections or where the total wing/base/group authorizations for 1T1X1 and 1T0X1 is more than 31.

TOTAL												

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STANDARD MANPOWER TABLE

WORK CENTER/FAC			**APPLICABILITY MAN-HOUR RANGE**								
Operations Systems Management Section (Flight Records)/13C1			N/A								
AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Ops Resource Mgt Superintendent *	1C092	SMS	1	1	1	1	1	1	1	1	1
Ops Resource Mgt Craftsman	1C072	TSG	1	1	1	1	1	1	1	1	2
Ops Resource Mgt Journeyman	1C052	SSG	2	2	2	2	2	2	2	3	3
Ops Resource Mgt Journeyman	1C052	SRA		1	1	2	2	3	3	3	3
Ops Resource Mgt Apprentice	1C032	A1C			1	1	2	2	3	3	3
TOTAL			4	5	6	7	8	9	10	11	12
AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
* Composite wing locations may convert the SMSgt, AFSC 1C092, Operations Resource Management Superintendent to a CMSgt 1C000, Air Operations Manager.											
TOTAL											

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STANDARD MANPOWER TABLE

WORK CENTER/FAC	**APPLICABILITY MAN-HOUR RANGE**
Scheduling/Current Operations Section/13C1	N/A

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Pilot/Nav/13BX (OIC)	*	LTC	1	1	1	1	1	1	1	1	
Ops Resource Mgt Craftsman	1C072	MSG				1	1	1	1	1	
Ops Resource Mgt Craftsman	1C072	TSG	1	1	1	1	1	1	1	1	
Ops Resource Mgt Journeyman ***	1C052	SSG	1	1	2	2	2	2	2	3	
Ops Resource Mgt Journeyman	1C052	SRA		1	1	1	1	1	2	2	
Ops Resource Mgt Apprentice	1C032	A1C					1	2	2	2	
TOTAL			3	4	5	6**	7	8	9	10	

AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								

* Use the appropriate AFSC for the assigned aircraft. MAJCOM manpower and Rated Officer Management Office staffs should thoroughly review the need for all rated officer resources. MAJCOMs are encouraged to utilize AFSC 13BX resources to the greatest extent possible to help minimize Air Force rated officer requirements.

** After four AFSC 1C0X2s, Operations Resource Management, are established in the function, you may substitute AFSCs 1A1XX, Flight Engineer, 1A0XX In-Flt Refueler, or 1A2XX, Loadmaster.

*** Convert AFSC 1C0X2, Operations Resource Management, to AFSC 3A0XX, Information Management, as needed to provide administrative support to the scheduling or training sections.

NOTE: All additional officer authorizations (i.e., above the core LTC authorization) earned in the scheduling section will be in the grade of Captain unless otherwise specified in the applicable variance.

TOTAL											

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STANDARD MANPOWER TABLE

WORK CENTER/FAC			**APPLICABILITY MAN-HOUR RANGE**								
Operations Training Section/13C1			N/A								
AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Pilot/Nav/13BX	*	CPT	1	1	1	1	1	1	1	1	1
Ops Resource Mgt Craftsman	1C072	TSG	1	1	1	1	2	2	3	3	3
Ops Resource Mgt Journeyman ***	1C052	SSG		1	2	3	3	4	4	5	6
TOTAL			2	3	4	5	6**	7	8	9	10
AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								

* Use the appropriate AFSC for the assigned aircraft. MAJCOM manpower and Rated Officer Management Office staffs should thoroughly review the need for all rated officer resources. MAJCOMs are encouraged to utilize AFSC 13BX resources to the greatest extent possible to help minimize Air Force rated officer requirements.

** After four AFSC 1C0X2s, Operations Resource Management, are established in the function, you may substitute AFSCs 1A1XX, Flight Engineer, 1A0XX In-Flt Refueler, or 1A2XX, Loadmaster.

*** Convert AFSC 1C0X2, Operations Resource Management, to AFSC 3A0XX, Information Management, as needed to provide administrative support to the scheduling or training sections.

TOTAL											

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STANDARD MANPOWER TABLE											
WORK CENTER/FAC Simulator Management Section/13C1			**APPLICABILITY MAN-HOUR RANGE** N/A								
AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
Pilot/Nav	*	CPT	1	2	3	4	5	6	7	8	9
TOTAL			1	2	3	4	5	6	7	8	9
AIR FORCE SPECIALTY TITLE	**AFSC**	**GRADE**	**MANPOWER REQUIREMENT**								
* Use the appropriate AFSC for the assigned aircraft.											
TOTAL											

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VARIANCES

Current Operations Flight (6 Sections)

SECTION A. LIFE SUPPORT SECTION

A3.1. Title. Positive Mission Variance for Life Support Survival Trainer.

A3.1.1. **Definition.** Provides standardized training to all flying organizations. Work processes are as follows:

A3.1.1.1. Coordinates, prepares equipment, conducts classroom and field hands-on type training for life support equipment, aircrew chemical defense, and combat survival training. Researches and develops course documents and lesson plans. Provides training to squadron life support augmentees required to handle increased student/aircrew loads. Trains personnel not regularly assigned flying duties in local area orientation, survival, air, and ground egress, hanging harness, and use of life support equipment. Maintains training aids at acceptable level of service for training purposes and repairs damaged or worn training aid.

A3.1.1.2. Prepares, picks up, and delivers equipment to agencies for aircrew training.

A3.1.1.3. Maintains required supply/levels. Monitors Operations Support Squadron (OSS) life support training equipment required stock levels to ensure sufficiency; researches applicable publications for stock number, nomenclature, and unit of issue. Prepares appropriate documentation for requisitioning and follows-up actions.

A3.1.2. **Impact.** + 1 manpower authorization per wing (AFSC 1T151 or 1T051 as directed by MAJCOM).

NOTE: 1. + 2 for Kadena AB JA. To support additional requirements due to collocation of F-15, KC-135, E-3B, and MH-60 squadrons.

2. + 2 for Dover AFB DE. To support MAJCOM training of Life Support Survival Trainers.

A3.1.3. **Applicability.** All operational wings with multiple flying squadrons require one life support/survival trainer. Individual will be assigned to the OSS Life Support Work Center (reference AFI 11-301, *Air Force Life Support Program*).

A3.2. Title. Positive Mission Variance for Arctic Survival Training.

A3.2.1. **Definition.** Plans, prepares, coordinates, and presents annual Arctic Survival Training to flying personnel and Arctic Indoctrination Briefings to base populace and remote site personnel due to the harsh climatic conditions encountered at these bases. Plans, prepares, coordinates, and conducts arctic survival training and exercises in support of Cope Thunder. Includes initial indoctrination briefing for all TDY Cope Thunder personnel and conducting/evaluating aircrew members during Search and Rescue Exercises (SAREX) and Survival, Evasion, Resistance, Escape, and Recovery Exercises (SEREREX). Evaluates and performs safety observer duties for PACAF Joint Forces SAREXs. Plans and coordinates future Team Spirit exercises.

A3.2.2. **Impact:**

3 OG Elmendorf AFB AK	+ 2 (1 SSgt, 1T051; 1 SRA, 1T051)
354 OG Eielson AFB AK	+ 1 (SRA, 1T051 assigned to 3 OSS)
	+ 1 (SSgt, 1T051 assigned 353 Combat Training Sq)

A3.2.3. **Applicability.** Elmendorf AFB AK and Eielson AFB AK.

A3.3. Title. Positive Mission Variance for Life Support Management.

A3.3.1. **Definition.** Provides support to five different flying operations comprised of three fighter squadrons, one KC-135 refueling squadron, one E-3B AWACS squadron, one MH-60 rescue helicopter squadron, the 82nd Reconnaissance Squadron and the 6990th Electronic Security Squadron (RC-135 aircraft). Support is also provided for the F-86 tow aircraft. Overall, Life Support provides service for approximately 93 aircraft and 500 flying personnel.

A3.3.2 **Impact.** + 1 (MSgt, 1T171).

A3.3.3. **Applicability.** 18 OSS Kadena AB JA.

A3.4. Title. Positive Mission Variance For Tenant Support.

A3.4.1. **Definition.** Holloman has nine support agreements (with the Army, commercial contractors, and other MAJCOMs) that the Base Life Support Office must support. This equates to supporting approximately 21 various types of aircraft that fly anytime. There are extreme differences in the mission requirements of the units supported by these agreements.

A3.4.2. **Impact.** + 6 manpower authorizations.

A3.4.3. **Applicability.** Holloman AFB NM.

SECTION B. OPERATIONS SYSTEM MANAGEMENT SECTION (FLIGHT RECORDS).

A3.5. No variances exist for this section.

SECTION C. SCHEDULING/CURRENT OPERATIONS SECTION

A3.6. Title. Positive Mission Variance for Scheduling/Tasking Airlift, Bomber, and Tanker Missions (in lieu of core of 3 authorizations).

A3.6.1. **Definition.** Because scheduling and mission planning for all heavy aircraft missions (e.g., Bombers, Tankers, Airlift) are considerably more manpower intensive than the core level allowed for fighter missions, this variance is designed to be used in lieu of the core manpower requirements defined for Fighter missions. Additionally, a separate/secondary scheduling variance for the Bomber mission should be added to this "baseline" variance.

A3.6.2. **Impact.** Apply both of the following equations separately to determine the baseline officer and enlisted requirements for this section. Refer to the manpower table for the Scheduling Section to determine appropriate skills and grades.

OFFICER IMPACT:	Y	=	145.789	+	0.6264X
ENLISTED IMPACT:	Y	=	340.777	+	2.1031X

A3.6.2.1 **Workload Factor Definition (X).** The average monthly number of home station departures on missions. A home station departure must originate and terminate on station for a mission. Do not count multiple sorties that may be encompassed within that mission. **Do not** count any home station departures for fighters or other light aircraft which may be operating at the base.

A3.6.2.1.1. **Scott and Andrews AFBs.** Scott AFB and Andrews AFB may count home station departures (HSDs) for their light aircraft because they have no fighters or heavy aircraft.

A3.6.2.1.2. **Composite Wing Locations.** Since these wings can support different types of scheduling (e.g., Fighters, Bombers, Airlift), this variance should be applied to heavy aircraft operations in the wing. Count those home station departures which are associated with the heavy aircraft only. Do not count the home station departures associated

with any Fighter, Helicopter, C-12, or C-21 missions. Secondly, add a separate officer scheduling position to work all Fighter scheduling issues.

A3.6.2.1.3. **Strategic Airlift Locations.** May convert the number of enlisted 1C0XX schedulers to Capt 13BX as needed to bring the total number of officer schedulers to four. This does not increase the overall manpower determined by the equation; it only converts positions to provide required officer expertise for Strategic Airlift scheduling.

A3.6.2.1.4. **Dyess AFB.** Dyess AFB may convert one 1C0X1 authorization to a 13BX to provide increased supervision of Special Assignment Airlift Missions, Joint Airborne Transportability Training Missions, and Channel Missions.

A3.6.2.1.5. **Little Rock AFB.** Little Rock AFB should only count mission directed HSDs to determine manpower. Add one additional officer to support the training mission.

A3.6.3. **Applicability.** Airlift, Tanker, and Bomber scheduling operations.

A3.7. Title. Positive Mission Variance for Bomber Scheduling

A3.7.1. **Definition.** Scheduling for both conventional and nuclear bomber missions requires more complex and work-intensive scheduling when compared to the core level of support required for the typical fighter Wing, or even the level predicted when basing the requirement solely on the number of HSDs.

A3.7.2. **Impact.** + 1 Capt (rated officer) per Bomber location.

A3.7.3. **Applicability.** B-52 and B-1 Wings.

A3.8. Title. Positive Mission Variance For Scheduling/Management of Fort Bragg Impact Area.

A3.8.1. **Definition.** The scheduling function at Pope AFB has the added responsibility of providing daily management and oversight for the use of the Ft Bragg Impact Area for all Air Force users. This includes detailed scheduling of all 23rd Wing training sessions, exercises, and providing the same level of scheduling and management support for other Air Force units outside of the Pope AFB area.

A3.8.2. **Impact.** + 1 Capt 13BX position
+ 1 MSgt 1C072 position

A3.8.3. **Applicability.** Pope AFB NC.

A3.9. Title. Positive Mission Variance for DV and JEPPESON Support.

A3.9.1. **Definition.** Provides direct support to the Office of the Vice Chief of Staff for Special Air Missions (SAMs). Manages the receipt, posting, and distribution of DoD FLIP, JEPPESON, Foreign, National Geographic, and other essential flight publications. Issues navigation kits to alert aircrews; files flight plans; and collects and issues NOTAMS, weather briefs, and COMSEC materials to contingency aircrews. Prepares the daily/monthly activity reports and inventories, and manages the inflight service fund, which obtains, receives, and issues cash and beverages to the SAM passenger service specialists.

A3.9.2. **Impact.** + 2 (1 TSgt 1C071, 1 SRA 1C051).

A3.9.3. **Applicability.** Andrews AFB MD.

A3.10. Title. Positive Mission Variance for Site Survey.

A3.10.1. **Definition.** Conducts Pre-Advance Site Surveys for Presidential travel.

A3.10.2. **Impact.** + 1 Maj 12A3Y.

A3.10.3. **Applicability.** Andrews AFB MD.

A3.11. Title. Positive Mission Variance for AT-38 Operations.

A3.11.1. **Definition.** Support additional workload associated with AT-38 training for the Taiwanese government.

A3.11.2. **Impact.** + 1 Capt 11F3Q.

A3.11.3. **Applicability.** Holloman AFB NM.

A3.12. Title. Positive Mission Variance for Coronet and Navigator Mission Planning.

A3.12.1. **Definition.** Coordinates and compiles inter-theater aircrew flight planning for all KC-135 missions assigned by the 2nd Air Delivery Group and Tanker Airlift Control Center. Builds mission packages and conducts flight briefings for KC-135 and KC- 10 aircrews participating in CORONET transatlantic deployments; USAFE, EUCOM, and NATO inter-theater refueling tasking; and joint operations with the Navy. Prepares and submits diplomatic clearance requests. Provides Nav briefings and planning for all transient KC-135 and KC-10 aircrews. Deploys to forward operating locations to provide staff functions and aircrew duties. Prepares and submits diplomatic clearance requests, and maintains and updates Flight Information Publication (FLIP) programs.

A3.12.2. **Impact.** + 10 AFSC 12T3Y/11T3Y
+ 3 AFSC 1C0X2

A3.12.3. **Applicability.** RAF Mildenhall UK.

A3.13. Title. Positive Mission Variance for Airspace Management.

A3.13.1. **Definition.** Responsible for serving as the scheduling and managing agent for all DoD and non-DoD agencies. This includes all scheduling for local training missions that run seven days a week and requires constant coordination and management to insure there is no conflict with any using agency.

A3.13.2. **Impact.** + 1 (Capt, pilot or navigator).

A3.13.3. **Applicability.** Charleston AFB SC, Eielson AFB AK, McChord AFB WA, McGuire AFB NJ, and Travis AFB CA.

A3.14. Title. Positive Mission Variance for Airspace Management.

A3.14.1. **Definition.** Besides managing their assigned airspace on a daily basis, these individuals work closely with the base public affairs office on congressional inquires and noise complaints. Since environmental issues require constant attention to ensure compliance with the National Environmental Policy Act, close coordination with the base Environmental Protection Committee is required on all airspace actions. Additionally, these individuals work exercise planning for sister unit deployments, composite force training, and altitude reservations for large movement of aircraft through the National Airspace System. They provide technical advice and recommendations on FAA policy pertaining to airspace matters. They investigate Hazardous Air Traffic Reports and participate in the USAF Midair Collision Avoidance Program. The special use airspace used by the bomber force was developed by SAC and is centrally managed and scheduled. Bomber wings had very little airspace to manage on a day-to-day basis. In conjunction with establishing airspace managers at bomber wings, bomber airspace will be decentralized and assigned to each bomber wing resulting in the management of their own military training routes, military operations areas and air refueling tracks.

A3.14.2. **Impact.** + 17 (+1 manpower requirement (AFSC 13B3 Civ) per location).

A3.14.3. **Applicability.** Davis-Monthan AFB, Hill AFB, Holloman AFB, Langley AFB, Moody AFB, Mountain Home AFB, Pope AFB, Seymour Johnson AFB, Shaw AFB, Barksdale AFB, Minot AFB, Ellsworth AFB, Dyess AFB, Little Rock AFB, and Cannon AFB.

A3.15. Title. Positive Mission Variance for Range/Airspace Scheduling.

A3.15.1. **Definition.** Bases with multiple ranges, Military Operating Areas (MOAs), and airspace scheduling duties for which they are managers.

A3.15.2. **Impact.** + 6 (+1 1C0X2 per wing).

A3.15.3. **Applicability.** Shaw AFB, Barksdale AFB, Nellis AFB, Hill AFB, Cannon AFB, and Mountain Home AFB.

SECTION D. OPERATIONS TRAINING SECTION

A3.16. Title. Positive Mission Variance for B-52 Weapons Systems Trainer (WST) and T4 System Training Operations.

A3.16.1. **Definition.** The 2nd Wing at Barksdale AFB will require B-52 instructors for each crew position to teach in the simulator and to perform numerous simulator related administrative functions such as scheduling training, building training materials, establishing training scenarios, etc. The training management concept calls for WST training authorizations for each of three crew positions, a T-4 trainer, and an overall training management position to cover operational management of all wing aircrew training devices. The training personnel will build/update training materials, build mission scenarios, prepare for actual training classes (simulator and class room), and perform associated administrative functions. This equates to a total requirement of 8 authorizations to fully support the WST and T-4 systems for 16 hours per day. Since the core model supports a requirement of one authorization, this variance is for 7 authorizations.

A3.16.2. **Impact.** + 7 (1 Maj rated AFSCs, 6 Capt rated AFSCs).

A3.16.3. **Applicability.** 2 WG, Barksdale AFB LA.

A3.17. Title. Positive Mission Variance for Officer Trainers Supporting B1-B Simulators.

A3.17.1. **Definition.** All on-system training, training development, and training management for the B-1B simulator system is an in-house, "green suit" operation. This is unlike the core organization where the simulator training and entire operation are contracted. In addition to providing direct on-system training, these personnel are responsible for building training packages and mock scenarios for Pilots, Copilots, Offensive Systems Operators, and Defensive System Operators. At Dyess, they are also required to support both the operational flying unit and the CCTS (Training Squadron), though the on-system training of students assigned to the CCTS is normally provided by CCTS members. This responsibility requires one dedicated Pilot, OSO, and DSO trainer for on- system training at all B-1B WST locations. In addition, the Wing at Dyess is responsible for Operational Test and Evaluation of all new software releases, simulator certification, etc. In this capacity of serving as the central "host" location for the B-1B simulator systems, they perform systems management duties which include TDYs to other B1-B locations. As such, this drives an additional requirement for two rated officers at Dyess (above the core requirement of 1 officer).

A3.17.2. **Impact.** + 8

+ 5 (1 Maj Pilot, 2 Capt OSOs, 2 Capt DSOs)	Dyess AFB
+ 3 (1 Maj Pilot, 1 Capt OSO, 1 Capt DSO)	Ellsworth AFB

A3.17.3. **Applicability.** Dyess AFB TX and Ellsworth AFB SD.

A3.18. Title. Positive Mission Variance for Air Refueling Part Task (ARPT) Training.

A3.18.1. **Definition.** All Strategic Airlift locations are responsible to manage a separate simulator system which is dedicated to providing air refueling training. This system is separate from the totally contractor supported Weapon System Trainers where both maintenance and instruction is a contractor provided service. The ARPT training system is contractor maintained by a totally separate contractor, and all management, QAE duties, and on-system training is an in-house operation requiring a rated position.

A3.18.2. **Impact.**	+ 2 (l Capt, 11A3M, 1 Capt, 11A3A)	Travis AFB only
	+ 1 (Capt, Pilot)	All other Strategic Airlift locations

A3.18.3. **Applicability.** Strategic Airlift Locations.

A3.19. Title. Positive Mission Variance For Composite Wing Training Requirements.

A3.19.1. **Definition.** The training requirements at Composite Wing locations far exceed those found in the typical single MDS fighter wing where only one Pilot and one Operations Resource Management Specialist are authorized for training management. At the core unit, these two resources would typically support approximately 100 aircrew members of one type (i.e., Pilot) in one type aircraft. At a Composite Wing, the variation in weapons systems, concepts of operations, and systems capability drive different concept and level of training efforts. Much of this effort is aimed at training towards operating as a true "Composite" force. As an example, the 23rd Wing at Pope AFB is a composite wing with over 600 aircrew members in four positions (Pilot, Navigator, Flight Engineer, and Loadmaster) and three different aircraft types (C-130, A/OA-10, and F-16 with LANTIRN). Each of these six distinctively different aircrew positions has different formal schools requirements, upgrade and specialty qualifications (initial and continuity), training programs, and separate training tables. AFORMS training tables must be developed and maintained for the different aircrew positions, aircraft, and specialty qualifications (e.g., LANTIRN for F-16 requires three separate tables). The Composite Wing training office plans, develops, analyzes, and manages the overall training programs for each aircrew position, mission qualifications, the Weapon System Trainer, and CPT. The office originates and reviews correspondence pertaining to training and related activities, including writing directives, course outlines, lesson plans, and training forms. Again, this workload is magnified by the number of MDSs and mission types supported by the Wing, and the requirement to operate as an integrated force. The training staff at Pope also provides and coordinates training for the 1st Aeromedical Evacuation Squadron and for US Army units at Ft Bragg (XVIII Airborne Corps, 82 Airborne Division, US Army Special Operations Command, and others).

A3.19.2. **Impact.** + 18

Pope AFB:	+ 1 (Capt, C-130 Nav)	+ 1 (TSgt, C-130 Flight Engineer)
	+ 1 (Capt, A-10 Pilot)	+ 1 (TSgt, C-130 Load Master)
	+ 1 (Capt, F-16 Pilot)	+ 1 (Sgt, 1C0X2)

Mt Home AFB:	+ 1 (Capt, F-15C Pilot)	+ 1 (Capt, KC-135 Pilot)
	+ 1 (Capt, F-15E Pilot)	+ 1 (Capt, F-15E WSO)
	+ 1 (Capt, KC-135 NAV)	+ 1 (Sgt, 1C0X2)
Moody AFB:	+ 1 (Capt, C-130 Pilot)	+ 1 (TSgt, C-130 Flight Eng)
	+ 1 (Capt, C-130 Nav)	+ 1 (TSgt, C-130 Load Master)
	+ 1 (Capt, A-10 Pilot)	+ 1 (Sgt, 1C0X2)

NOTE: Based on the level and diversity of training at Composite Wings, the core/senior training officer be authorized in the grade of Major.

A3.19.3. **Applicability.** Composite Wing locations (Pope AFB, Mt Home AFB, Moody AFB).

A3.20. Title. Positive Mission Variance for Enlisted Crew Position Training.

A3.20.1. **Definition.** Aircraft with enlisted crew positions require specific training for loadmasters, flight engineers, air refuelers, etc. Composite wing locations receive a composite variance to account for this workload. Other "non-composite" locations with these types of aircraft need some additional resources to provide this support. This drives additional training management workload at these locations beyond the core level defined for a fighter organization.

A3.20.2. **Impact.** + 1 Enlisted authorization per aircraft category as shown on Attachment 6.

NOTE: Do not exceed one enlisted crew member per category for each wing except Davis Monthan AFB which may have + 2 Enlisted authorizations.

A3.20.3. **Applicability.** Wings with enlisted crew members. This does not apply to composite wing locations.

A3.21. Title. Positive Mission Variance for Multiple MDS Aircraft.

A3.21.1. **Definition.** The training requirements for bases with multiple MDS aircraft exceeds that found in the typical single MDS fighter wing. This variance provides additional officer training support for multiple MDS aircraft.

A3.21.2. **Impact.** Variable. Based upon the aircraft assigned.

A3.21.2.1. If multiple fighter MDSs exist, add one pilot/navigator to manage training for all fighters. Do not add one resource for each fighter MDS. For example, if a location has F-15, F-16, and A-10 aircraft, the variance will provide only one additional pilot/navigator to provide support to all fighter training.

A3.21.2.2. Each wing with a C-5, C-130, C-141, KC-10, or KC-135 MDS (over and above the core MDS aircraft) will receive one pilot/navigator authorization. For example, a location with C-5, C-141, and KC-10 aircraft will receive a variance of two pilot/navigator authorizations. A location with F-15, F-16, A-10, and KC-10 aircraft will receive a variance of two pilot/navigator authorizations.

A3.21.2.3. Add one additional 13BX at Davis Monthan AFB.

A3.21.3. **Applicability.** Locations with multiple MDSs, but are not Composite Wings. Do not count Operational Support Aircraft (OSA). Bombers are addressed under a separate variance and do not receive any credit in this variance.

A3.22. Title. Positive Mission Variance for Adverse Weather Aerial Delivery System (AWADS) Training.

A3.22.1. **Definition.** The C-130 mission at Pope AFB requires mission specific training on the AWADS RADAR system. This one of a kind system drives a requirement for training of both pilot and navigator crew members by a dedicated instructor staff. The navigator portion of the training is the most intensive portion of the training requirement and thus drives a whole manpower requirements for a C-130 navigator instructor position. Two of the three squadrons performing AWADS capability for the USAF are assigned to the 23rd Wing. AWADS pilot and navigator initial qualification training is conducted locally and centrally managed by the 23rd Wing AWADS Training School (ATS). Continuation training is a squadron responsibility. The ATS provides administrative support, manages contractor support and Weapons Systems Trainer (WST) use. Flight training involves three dedicated C-130 training lines per day three times per week to ensure assigned units have sufficient aircrews initially qualified to conduct assigned AWADS missions.

A3.22.2. **Impact.** + 1 Capt 12A3C.

A3.22.3. **Applicability.** Pope AFB NC.

A3.23. Title. Positive Mission Variance for Foreign Military Sales.

A3.23.1. **Definition.** This position is funded by the German Government (Host Nation Status of Forces Letter of Agreement).

A3.23.2. **Impact.** + 1 Capt 12F3A.

A3.23.3. **Applicability.** Holloman AFB NM.

A3.24. Title. Positive Mission Variance for Unique Mission Support.

A3.24.1. **Definition.** This variance provides unique mission support to the Training Section at Andrews AFB.

A3.24.2. **Impact.** + 4

+ 1 (Capt, Pilot)
+ 1 (TSgt, Flt Eng 1A171C)
+ 1 (TSgt, Inflt Psgr Svc 8A000)
+ 1 (TSgt, Comm Sys Op 1A371)

A3.24.3. **Applicability.** Andrews AFB MD.

A3.25. Title. Positive Mission Variance for Air Weapons Controller Training.

A3.25.1. **Definition.** This variance provides the manpower needed for Air Weapons Controller training requirements.

A3.25.2. **Impact.** + 1 1C571D.

A3.25.3. **Applicability.** Moody AFB GA.

SECTION E. SIMULATOR MANAGEMENT SECTION

A3.26. Title. Positive Mission Variance for Expanded Quality Assurance Evaluator (QAE) Duties Associated With B-52 Weapon System Trainer (WST).

A3.26.1. **Definition.** The B-52 WST will require QAE coverage on an 18-hour, 5-day-a-week basis, to adequately cover its many systems and extended operations. The B-52 WST consists of a very complex, full motion simulator housed in a dedicated 18,000 foot complex. The system included a pilots station with full 6 degree motion, a separate navigator station with 3 degree motion, and a separate electronic warfare officer's station without motion. The QAEs/QARs must be available during the extended operation of the systems to evaluate contractor and system performance during both operational WST time and during down maintenance time. Thus, two QAEs are required in addition to the core of one Quality Assurance Representative (QAR) (or project officer), which has overall responsibility for QAR work plus liaison between the civilian contractor and the military users.

A3.26.2. **Impact.** + 4 (+ 2 Civ, 63A3B authorizations per location).

A3.26.3. **Applicability.** Barksdale AFB LA and Minot AFB ND.

A3.27. Title. Positive Mission Variance for B-1 Simulator Management (Quality Assurance Representative - QAR, Quality Assurance Evaluators - QAEs).

A3.27.1. **Definition.** The B1 simulator system is a very large and complex system which is unlike the typical "core fighter" simulator. At Dyess AFB, this system includes two complete Weapon System Trainers (four Devices, two Flight Stations, two Offensive and Defensive Stations), two Mission Trainers, two Mission Generation Systems, one Software Support Center, one Master Data Library and one Technician Library, three Computer Bays, five Cockpit Trainers, etc. Management of this massive system in a very large complex does not compare to coverage of the KC-135A or C-130H systems at the same location. The B1-B simulator system requires 24-hour support to cover both the operational missions plus the local Combat Crew Training Squadron (with an average of 70 students at any given time). Most extensive maintenance and inspections are by necessity performed on the mid shift to avoid loss of valuable training time. This contractor work is reviewed by the QAE staff on a 24-hour basis. The QAE staff also performs trend analysis and other management duties with the system and associated facilities. The 24-hour requirement at Dyess AFB is also driven by the required surge capability (i.e., when training falls behind and student flow must pick up). The Dyess operation also serves as the facility for testing software changes/updates and provides mock-up testing support for other B-1B locations.

A3.27.2. **Impact.** + 4 (Civ, 63A3B) Dyess AFB
+ 2 (Civ, 63A3B) Ellsworth AFB

A3.27.3. **Applicability.** Dyess AFB TX and Ellsworth AFB SD.

A3.28. Title. Positive Mission Variance for F-117 Simulator Program.

A3.28.1. **Definition.** The F-117 program has the Software Support Center located with the simulator. This Software Support Center performs many of the same tasks as the Training System Support Center (managed by the Air Warfare Center) performs for other simulator programs. The Software Support Center is managed by the 49 TS and through the on-site software quality assurance representative. The core standard covers the requirement for the hardware quality function. This variance provides for the software quality requirement.

A3.28.2. **Impact.** +1 Civ 63A3B.

A3.28.3. **Applicability.** Holloman AFB NM.

SECTION F. OTHER

A3.29. Title. Straightline Mission Variance for Hickam AFB.

A3.29.1. **Definition.** Hickam does not operate all functions contained in the Current Operations Flight. After the core manning is determined for the Operations System Management portion, the other two positions: one Major, pilot/navigator/ operations management officer and one MSgt, 3A071 should be straightlined. These positions are necessary to provide guidance, and interface with high ranking offices and air attaches in eight other Pacific Theater countries.

A3.29.2. **Impact.** + 2 (1 Maj pilot/nav/13BX and 1 MSgt 3A071)

A3.29.3. **Applicability.** Hickam AFB HI.

PROCESS ANALYSIS SUMMARY **Current Operations Flight**	
PROCESS TITLE	**CORE MANPOWER**
1. LIFE SUPPORT MANAGEMENT	2
2. OPERATIONS SYSTEMS MANAGEMENT (FLIGHT RECORDS)	4
3. SCHEDULING/CURRENT OPERATIONS	3
4. OPERATIONS TRAINING	2
5. SIMULATOR MANAGEMENT	1
TOTAL	12

CURRENT OPERATIONS

APPLICATION WORKSHEET

1. Application Instructions. Complete this worksheet for each of the five separate sections of the Current Operations Flight. After adding the variances which apply to a given section, determine the whole manpower requirements for the section using the appropriate Man-hour Availability Factor and associated rounding rules where necessary. The sum of the whole manpower requirements for each section will reflect total flight requirements.

2. Life Support Management Section:

2.1. The core number of authorizations for Life Support is a fixed requirement for one Life Support officer and one Life Support senior NCO for all mission types. Each flight with Life Support responsibilities should have 2 authorizations. _____

2.2. Sum Attachment 3, Section A, applicable variance authorizations. _____

2.3. Sum Steps 2.1. and 2.2. for section requirements. _____

2.4. Refer to Attachment 2 Life Support Section Manpower Table for skill and grade distribution.

3. Operation System Management Section (Flight Records):

3.1. The section manpower requirements are based on total number of flight records supported. Determine the specific number of flight records maintained by the Operations Support Squadron (include all active duty, ANG, Reserve, etc.). The count source is the Headquarters Operations Resource Information System (HORIS) Report.

3.2. Enter number of flight records maintained. _____

3.3. Use the matrix below to determine the manpower requirements. _____

FLIGHT RECORDS	MANPOWER REQUIREMENT
001 - 500	4
501 - 700	5
701 - 900	6
901 - 1100	7
1101 - 1300	8
1301 - 1500	9
1501 - 1700	10
1701 - and up	11
Andrews AFB Travis AFB	12

3.4. Refer to Attachment 2, Operations System Management Section Manpower Table, for skill and grade distribution.

4. Scheduling/Current Operations Section:

4.1. **Determining Number of Authorizations.** The number of authorizations for this section is determined three different ways. The applicable method depends on the wing's primary mission classification as fighter, heavy aircraft (i.e., bomber, tanker, strategic airlift, theater airlift), or composite. See Attachment 6 for a list of aircraft types and the associated major weapon system category.

4.2. **Fighters.** All fighter wings/missions receive three authorizations (1 Officer, 2 Enlisted) regardless of the type of MDS or number of PAA supported. A fighter wing which also provides scheduling support for Helicopters, Operational Support Aircraft (i.e., C-12, C-21), and/or Trainer Aircraft (e.g., T-38, T-39) will earn one additional officer authorization to support this scheduling effort.

4.2.1. For fighter operations enter 3 authorizations. _____

4.2.2. If the wing also has light aircraft other than the fighters (e.g. helicopter, C-12, or C21) add 1 additional authorization. _____

4.2.3. Sum Attachment 3, Section C, applicable variance authorizations. _____

4.2.4. Sum Steps 4.2.1., 4.2.2., and 4.2.3. for "FIGHTER" section requirements. _____

4.3. **Airlift, Tanker, or Bomber.** These wings/missions baseline manpower requirements are determined through the application of Attachment 3 Section C, variances. To determine the requirements, apply the separate models for both officer and enlisted schedulers. The common workload factor definition for both models is: The average monthly number of Home Station Departures (HSDs) on missions. A home station departure must originate and terminate on station to be counted as a single mission. Do not count multiple sorties that may be encompassed within a single mission. Do not count any home station departures for fighters or other light aircraft which may be operating at the base.

NOTE: 1. Scott AFB and Andrews AFB may count HSDs for light aircraft because they have no heavy aircraft or fighters.
2. Little Rock should only count mission directed HSDs, not training HSDs. Then add one additional officer to support the training mission.

OFFICER: $Y = (145.789 + 0.6264(HSD))/MAF\ (Overload)$ _____

ENLISTED: $Y = (340.777 + 2.1031(HSD))/MAF\ (Overload)$ _____

4.3.1. Sum Attachment 3, Section C for applicable manpower variances for heavy aircraft operations. _____

4.3.2. Sum officer and enlisted model requirements, and applicable “AIRLIFT, TANKER, or BOMBER” variances for section requirements. _____

4.4. **COMPOSITE WING LOCATIONS.** Since these wings can support two totally different types, or at least levels, of scheduling (e.g., Fighters, Bombers, Airlift, etc.), their manpower requirements for scheduling are based on a combination of the methodology for fighters and heavy aircraft missions. The models based on HSDs should be applied to all/any heavy aircraft operations in the Wing. Count those home station departures which are associated with the heavy aircraft only. Do not count the HSDs associated with any Fighter, Helicopter, C-12, or C-21 missions. Secondly, add one separate officer scheduling position to work all Fighter scheduling issues.

4.4.1. Core authorizations (if not airlift/tanker/bomber). _____

4.4.2. Airlift/tanker/bomber HSD

OFFICER: Y = (145.789 + 0.6264(HSD))/MAF (Overload) _____

ENLISTED: Y = (340.777 + 2.1031(HSD))/MAF (Overload) _____

4.4.3. Sum Attachment 3, Section C, for applicable manpower variances. _____

4.4.4. Sum officer and enlisted model requirements. _____

4.5. **Reference.** Refer to Attachment 2 Scheduling/Current Operations Section Manpower Table for skill and grade distribution.

5. Current Operations Training Section.

5.1. The total number of authorizations for training is a constant requirement of one officer and one enlisted authorization. Each flight with Training responsibilities should have 2 authorizations. _____

5.2. Sum Attachment 3 Section D, applicable variance for section requirements. _____

5.3. Sum Steps 5.1 and 5.2 for section requirements. _____

5.4. Refer to Attachment 2, Operations Training Section Manpower Table, for skill and grade distribution.

6. Current Operation Simulator Management Section. This section is currently under review. All resources remain as they exist today until this review is complete.

MAJOR WEAPON SYSTEMS						
FIGHTER	**BOMBER**	**TANKER**	**STRATEGIC AIRLIFT**	**THEATER AIRLIFT**	**HELICOPTER**	**TRAINER**
A-7	B-1	E-3	C-5	AC-130	HH-1	AT-38
A-10	B-2	E-4	C-9	C-27	HH-3	T-1
OA-10	B-52	E-8	C-12	C-130	HH-60	T-3
F-4	U-2	E-9	C-17	EC-130	MH-53	T-37
F-5	TR-1	EC-135	C-20	HC-130	MH-60	T-38
F-15		EC-137	C-21	MC-130	UH-1	T-39
F-16		KC-135	C-135		UH-60	T-41
F-22		KC-10	C-137			T-43
F-111		RC-135	C-140			TH-1
F-117			C-141			CT-43
EF-111			CV-22			
			VC-25			
			WC-135			